



# City of Seattle

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Gregory J. Nickels, Mayor  
**Department of Planning & Development**  
D. M. Sugimura, Director

## **CITY OF SEATTLE ANALYSIS AND DECISION OF THE DIRECTOR OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

**Application Number:** 2204200  
**Applicant Name:** Marlin Gabbert for Center for Spiritual Living  
**Address of Proposal:** 5801 Sand Point Way NE

### **SUMMARY OF PROPOSED ACTION**

Master Use Permit for future construction of a 59,495 sq. ft addition and remodel to existing religious facility (Center for Spiritual Living). Project includes additional parking for one hundred and eleven (111) vehicles for a total of 195 parking spaces. The project also includes future demolition of three accessory structures.

The following approvals are required:

**Administrative Conditional Use** - to allow the expansion of an institution not meeting development standards in a multifamily zone. (Seattle Municipal Code 23.45.122)

**SEPA - Environmental Determination** Chapter 25.05 SMC.

**SEPA DETERMINATION:**      ☐ Exempt   ☐ DNS   ☐ MDNS   ☐ EIS  
   ☒ DNS with conditions  
   ☐ DNS involving non-exempt grading, or demolition or  
   involving another agency with jurisdiction

\* Early Notice DNS published on November 7, 2002

### **BACKGROUND DATA**

#### **Site and Vicinity Description**

The triangular-shaped proposal site is located on the west side of Sand Point Way NE bordered by the Northern Pacific railway right-of-way (Burke Gilman Trail) to the west, the National Archives and Record Administration building to the north and Sand Point Way NE to the east. The parcel has approximately 970 feet of frontage on Sand Point Way NE and has access to the on-site parking areas from two existing curb cuts. The subject site generally slopes down from west to east. The parcel is zoned Multifamily Lowrise 3 (L-3).

The site is currently developed with one two-story brick and concrete sanctuary building, a one-story brick fellowship hall, three one-story portable buildings located to the western portion of the site and approximately eighty four (84) parking spaces and approximately 200 spaces currently leased parking at the National Archives building site. The sanctuary and fellowship hall are joined by a covered walkway. The buildings generally occupy the middle of the site with asphalt-paved and gravel surface parking lots to the north and landscaped area to the south. The zoning along this portion of Sand Point Way NE includes single-family, multi-family and commercial zones. Generally north and west of the proposal site is Single Family 5000 (SF-5000) zone. To the east across Sand Point Way NE is a combination of Lowrise Duplex Triplex (LDT) zones with abutting Single Family 5000 (SF-5000) zones to the east. Children's Hospital and Medical Center office site is located on the next block north of the proposal site abutting of NE 70<sup>th</sup> Street to the north and Sand Point Way NE to the east. The Center for Spiritual Living leases their parking lot to Children's Hospital and Medical Center (CHMC) for approximately 50 to 100 employee parking spaces during the week. Immediately south of the proposal site and east of Sand Point Way NE is Single Family 9600 (SF-9600) zone. Development in the vicinity is predominantly single family, multifamily and commercial uses.

Proposal Description:

According to the plans submitted to Department of Planning and Development (DPD), the applicant proposes a new two-story 14,030 sq. ft. sanctuary addition to an existing religious facility. The proposed changes would result in an additional floor area for the church, with 1,136 sq. ft. fellowship hall addition to the north and 5,387 sq. ft. classrooms addition to the south portion of the existing church building. The existing sanctuary building which currently provides 265 fixed seats and 350 movable seats has become inadequate in meeting the needs of the church. Due to the small size of the sanctuary relative to attendance, the church has to conduct four services every Sunday, three on Sunday morning and one on Sunday evenings in order to meet the needs of its congregation. The total attendance of the three Sunday morning services is approximately 1,050 people. The Sunday evening service is attended by approximately 150 people. Therefore, in order to provide better accommodation for current and future members, the church proposes to add a sanctuary that will seat up to 1,200 people. It is estimated that the proposed sanctuary will be able to accommodate more people at each service, and thus reduce the number of services that are being held on Sunday. The proposed project would include complete renovation of the existing fellowship hall and the existing sanctuary. The remodeled portions of the existing building will consist of ten (10) classrooms on the ground floor and offices spaces for the church on the second floor, and will include enclosing the existing covered walk way to form an entry atrium connecting the proposed sanctuary, the fellowship hall and the proposed classrooms to form a functional unified building. In addition, the applicant proposes a new driveway on the east side of the building linking the north and south portion of the parking lot for vanpool and shuttle drop off and pick-ups of church attendees. As a result of the removal of the portable buildings on site, and the reconfiguration of the parking lay out, the on-site parking would increased by approximately one hundred and one (111) parking spaces for a total of 195 parking spaces.

Public Comments

Notice of the proposed project was published on November 7, 2002. The required public comment period was extended by written request and ended on December 4, 2002. Fourteen

comment letters were received with focus on the following; parking and traffic impacts on nearby streets.

### **ANALYSIS - ADMINISTRATIVE CONDITIONAL USE**

A church is classified as an institution and permitted outright in the L-3 zone if it meets development standards set forth in SMC 23.45.092 to SMC 23.45.102. In the event that the institution does not meet the development standards, an institution may be permitted with the issuance of administrative Conditional use approval pursuant to SMC 23.45.122. The applicable L-3 development standards are set forth in SMC 23.45.092 to SMC 23.45.102. This proposal does not provide the required modulation for an institution in L-3 zone, nor does it provide the required number of parking spaces; hence, requires issuance of an administrative conditional use permit to allow the proposed addition to the religious facility.

Analysis of relevant criteria of the Land Use Code for the administrative conditional use permit follows below:

- A. *Bulk and Siting: In order to accommodate the special needs of the proposed institution, and to better site the facility with respect to its surroundings, the Director may modify the applicable development standards for modulation, landscaping, provision of open space, and structure width, depth and setbacks. In determining whether to allow such modifications, the Director shall balance the needs of the institution against the compatibility of the proposed institution with the residential scale and character of the surrounding area.*

The Director may modify application of development standards for, among other things, structure width, and in deciding whether to do so shall balance the needs of the institution against the compatibility of the proposed institution with the residential scale and character of the surrounding area.

The proposed expansions of the existing church do not meet the code required structure width standards for buildings in an L-3 zone. In order to accommodate the special needs and location of the institution, the applicant has requested modification of development standard in respect to structure width. According to information submitted by the applicant, the proposed expansions would include 14,030 sq. ft 1,200 seat sanctuary, 5,387 sq. ft. 2-story additions to the south portion of the existing church and 1,136 sq. ft. addition to the fellowship hall. The 2-story additions and the existing sanctuary will be remodeled to contain 16 classrooms on the ground floor and administrative offices for the church on the second floor. The applicant further indicated that the addition of 1,200 seat sanctuary was driven by the limited space in the existing sanctuary and the need to consolidate the four services being held each Sunday to two, as well as accommodate future growth of the church. A consequence of this proposal is that the resulting structure width is larger without modulation as required by the Land Use Code.

Seattle Municipal Code Section 23.45.094A requires that the maximum width of an institution with modulation or landscaping option to be 150 feet. Due to the expansions and additions, the width of the Sand Point Way NE façade of the church will increase from 258.64' to 342.72'. The proposed addition would be set back thirty eight (38) feet from the front property line on Sand Point Way NE, and approximately twenty feet ten inches (20'10") from the rear property

line. Due to the nature of the site in respect to the location, size, and orientation of the existing street pattern, the bulk and siting of the existing structure would be screened from abutting streets and other property in the vicinity by very dense vegetation consisting of evergreen trees around the site and six (6) foot hedge and fence along the west and north property lines. In order to reduce the apparent bulk and scale of the building, the longest building façade along Sand Point Way NE has been designed to consist of bricks at the base and on the new portion of the church while metal siding would be used for the upper and lower part of the existing structure. The entire façade is to be articulated with pilasters and interspersed with windows, which also breaks the plane of the building. The front setback from the property line allows for a two way driveway access lane which connects the southern portion of the site to the northern portion of the site. In the L-3 zone, the property abutting the site is marked by the National Archives and Administration Office building to the north with relatively similar bulk and scale as the proposed church. Other properties surrounding the site and in the vicinity vary in scale and architecture and are predominantly residential uses. Across the Burke Gilman Trail west of the site is the Single Family 5000 (SF-5000) zone; while east of the site across Sand Point Way NE is a combination of Lowrise Duplex Triplex (LDT) and Single Family 5000 (SF-5000) zones. Sand Point Way NE is the major arterial with residential, commercial, institutional and office uses located on both sides of the street. Based on the proposed façade design and landscaping, the applicant's request to modify structure width would not have any detrimental impacts on the zone and vicinity in which the property is located.

**B. Dispersion Criteria**

*An institution which does not meet the dispersion criteria of Section 23.45.102 may be permitted by the Director upon determination that it would not substantially aggravate parking shortages, traffic safety hazards, and noise in the surrounding residential area.*

Seattle Municipal Code Section 23.45.102 requires that the lot line of a new or expanding institution be located a minimum of 600 feet from any other institution in a residential zone. The site of the existing church is not expanding therefore this criterion is not applicable.

**C. Noise**

*The Director may condition the permit in order to mitigate potential noise problems. Measures to be used by the Director for this purpose include, but are not limited to the following: Landscaping, sound barriers or fences, mounding or berming, adjustments to yards or the location of refuse storage areas, or parking development standards, design modification and fixing of hours for use of areas.*

The church services and activities will be conducted entirely within the existing structure. Noise emanating from the project will be principally due to traffic generation from private automobiles. Traffic noise impacts are minimal and of relatively short duration coinciding with worship services and scheduled church activities during the week. The National Archives and Administration Offices which abuts the proposal site to north are open weekdays and closed on Sundays when the church has its highest use on site. Any additional noise impacts associated with other activities during the week would have minimal impacts to residential neighborhoods due to the existing buffer by Burke Gilman Trail on the west and Sand Point Way NE to the east of the site. Therefore, no further conditioning for noise impact is warranted by this criterion.

*M. Transportation Plan*

- (1) *A transportation plan shall be required for proposed new institutions and for those institutions proposing expansions, which are larger than four thousand (4,000) square feet of structure area and/or provide twenty (20) or more parking spaces.*
- (2) *The Director shall determine the level of detail to be disclosed based on the probable impacts and/or scale of the proposal. The transportation plan may consider the following elements, as well as other similar factors:*
  - (a) *Traffic: Number of staff during normal working hours; users; guest; and other regularly associated with the institution; level of vehicular traffic generated; traffic and parking characteristics of the institution and the immediate area; likely vehicle use patterns; extent of congestion; types and numbers of vehicles associated with the use; and mitigating measures to be taken by the applicant;*
  - (b) *Parking area: Number of parking spaces; extent of screening from public or abutting lots; direction of vehicle light and glare; location of driveways and curbs cuts; accessibility and convenience of parking area; and mitigating measures to be taken by the applicant;*
  - (c) *Parking overflow: Number of vehicles expected to be parking in alternative parking lots; opportunity available to share existing parking areas; trend to local area development and mitigating measures to be taken by the applicant such as providing shuttle services to off-site parking areas;*
  - (d) *Safety: Number of driveways, which cross pedestrian walkways; and location of passenger loading areas;*
  - (e) *Availability of Mass Transportation, Bus route location and frequency of service, private transportation programs including carpools, and vanpools, to be provided by the applicant.*

The Center for Spiritual Living is a religious institution that provides a wide range of religious services and programs for its members and congregation. The programs include a variety of classes such as adult education, workshops, youth and children programs and interest groups. In addition to the regularly scheduled weekly classes, church services, and meetings, the Center for Spiritual Living usually host approximately six (6) special events on site per year which attracts approximately 220 to 365 members and guests. The Center for Spiritual Living has a total of twenty-five (25) employees.

*Traffic*

The applicant submitted a transportation impact analysis and parking study, prepared by The Transpo Group Inc to the Department of Planning and Development (DPD). According to the study, the estimated number of trips generated on site was measured based on traffic volumes collected for one week period between August 21, 2002 to August 27, 2002. The week summary of daily trips is shown in the following table:

Week Summary of Daily Trips	
Day	Daily Trips
Sunday	1,500
Monday	850
Tuesday	980

Wednesday	830
Thursday	970
Friday	510
Saturday	400
From counts taken 8/21/02 to 8/27/02	

These traffic volumes measure the level of traffic activity associated with the church's on-site activity including traffic associated with approximately 50 to 100 Children Hospital and Medical Center employees satellite parking. In the future, the proposed sanctuary would be able to seat up to 1,200 people. By expanding the sanctuary, the church could hold just one morning service and seat all the 1,050 parishioners typically accommodated in their current three Sunday morning services. The current attendance for each service is shown on the following table below:

Sunday Summary of Church Services and Attendance			
Day	Meeting Description	Attendance	Time
Sunday	1 <sup>st</sup> Service	150	8:25-9:25 a.m.
	2 <sup>nd</sup> Service	450	9:45-10:45 a.m.
	3 <sup>rd</sup> Service	450	11:30-12:30 p.m.
	4 <sup>th</sup> Service	150	5:30-7:00 p.m.

In order to provide flexibility for service attendees, and to accommodate a growth in attendance over time, two services are planned for Sunday morning. Although attendance is never expected to reach as many as 1,200 for any service, a scenario that assumes two Sunday morning services with attendance at both services of approximately 1,000, for a total of 2,000 attendees on a Sunday morning was contemplated. The trip generation was evaluated based on the vehicle occupancy counts conducted by the church and observed average vehicle occupancy of 1.5 (AVO). As indicated in the study, it is assumed that the two Sunday services with 1,000 attendees per service would generate approximately a total of 667 vehicles arriving at the site on/or before the start of services and 667 vehicles leaving end of each service. The study also compared traffic operation level of service (LOS) at Sand Point Way NE and NE Windermere Road "with" and "without" the project and indicated the project would have a small impact on the level of service at this signalized intersection. The traffic impact analysis study determined that the signalized intersection on Sand Point Way NE and NE Windermere Road average delay without the project is 4.6 seconds and with the project is 6.2 seconds. The difference in traffic delay for this intersection is 1.6 second. Similarly, at the non-signalized intersection on Sand Point Way NE and Center for Spiritual Living North Driveway southbound right turn traffic, the average delay for on-site traffic without the project is 11.8 seconds and with the project is 16.1 seconds. The difference in traffic delay at this intersection is 4.3 seconds for the southbound right turn traffic. At the Sand Point Way NE and National Archive North Driveway with south bound on-site traffic the average delay for traffic without the project is 58.4 seconds and with the project is 200 seconds. With additional traffic delay of 142 seconds the southbound vehicles exiting National Archives lot has the highest delay recorded among studied traffic movement with on-site south bound traffic with no impacts to traffic on Sand Point Way NE.

The result of the analysis indicates that while delay may increase for vehicles leaving the National Archives parking lot, through traffic on Sand Point Way NE will not be noticeably impacted. In addition, the traffic impact related to special events held on the site is expected to

be less than traffic generated by Sunday services. The impacts of these trips associated with large events will occur on weekends or in the evening hours when traffic on adjacent roadways is lighter than during weekday's peak hours; adequate capacity exists to accommodate the additional special event traffic volumes. Based on the analysis presented above, the average delays for traffic on all intersections studied suggests that the traffic impact to Sand Point Way or other public roads will not be noticeable with the project. Therefore, no mitigation of project impacts is necessary pursuant to 23.52.004.

### Parking

It is the City's policy to minimize or prevent adverse parking impacts associated with development projects. Seattle Municipal Code 23.54.015A requires one parking space per eighty square feet of auditorium or public assembly rooms for religious facility. According to the plans submitted with the application, the applicant has reconfigured the parking and proposed adding one hundred and eleven (111) parking spaces to the eighty four (84) currently existing on site for a total of one hundred and ninety five (195) parking spaces. The applicant had indicated that apart from church services, classes and other daily activities being held on the site, other special events such as Art Gala, Diva Concert, Freedom Concert, Secret Music Festival, and Children of Revolution are also held on site six to eight times a year. Additional parking may be required to accommodate parking overflow related to activities that would occur especially on Sunday and on special events held on site. The Center for Spiritual Living has a signed agreement with the National Archives and Records Administration located immediately north of the site, to lease a total of three hundred and three (303) parking spaces to accommodate any overflow parking occurring during Sunday services and on special events. The National Archives and Records Administration has confirmed in writing to continue lease of their parking spaces to the Center for Spiritual Living. As a result, a combined total of four hundred and ninety eight (498) parking spaces will be available for church and special events attendees.

According to the proposal, it is estimated that the scheduling of Sunday services will also help to maximize efficiency of the parking supply. Based on the current Center for Spiritual Living service attendee car occupancy of 1.5, a service with attendance of up to 750 people could be accommodated by the parking provided in both the Center for Spiritual Living and the National Archives parking lots. The applicant further indicated that attendance for special events is not expected to dramatically increase in the new facility but even if the attendance eventually doubles, the most highly attended on-site events would not reach an attendance of 730 people. The resulting parking for 487 vehicles could be accommodated on site and on the National Archives parking lot. As was indicated above, the proposed expansion of the sanctuary was to consolidate four Sunday services to two Sunday morning services. The first service would start at 9:45 a.m. to 10:45 a.m. with a 45 minutes separation before the start of the second service at 11:30 a.m. to 12:30 p.m. This time separation between the two services is intended to provide enough time for emptying both parking lots in order to accommodate arriving attendees for the second service.

### Transportation Program

In order to accommodate growth in attendance in the future, the proposal has considered a scenario that assumes two Sunday morning services with attendance at each service of approximately 1000, for a total of 2000 attendees on Sunday morning. This increase in

attendance at both services will result in further increase in parking overflow, since existing parking on site and at the National Archives will be filled. Additional vehicles will have to be directed elsewhere for parking. The applicant indicated in the study that if parking demand increases beyond what can be accommodated by Center for Spiritual Living and the National Archives lots, then further options of getting more covenanted parking to mitigate the impacts would be needed. According to the applicant, options for additional shared parking within proximity to the site include Sand Point Magnuson Park and the Children's Hospital facility at Sand Point Way NE and NE 70<sup>th</sup> Street. Currently, the Children's Hospital Sand Point Way office provides more than 200 parking spaces on site when the offices are closed on Sunday. According to a letter on file from Children's Hospital, tentative agreement has been reached that will allow the Center for Spiritual Living to lease up to 200 parking spaces in the future when service attendance reaches a point when parking demand exceeds the combined available parking on site and on the National Archives parking lots. The Center of Spiritual Living is committed to a transportation program to manage and coordinate the parking and transportation of the services attendees on Sunday. Thus the elements of this transportation program will include mitigations by addressing the following:

- 1) The designation of a Transportation Coordinator by the church who will be responsible for the coordination and the promotion of elements of the transportation program.
- 2) Providing all neighbors living within 300 feet of the property the name and phone number of the Transportation Coordinator to address traffic and parking concerns.
- 3) The church will encourage ridesharing by appealing to congregants living in proximity to contact each other for potential ridesharing arrangements.
- 4) The church will appeal to congregants to use alternative mode of transportation such as bicycles and/or walking to church especially due to proximity to Burke-Gilman trail west of the site.
- 5) The scheduling of services on Sunday will allow for the emptying of parking lots between services so that parking overlap could be minimized or eliminated.
- 6) The church will continue to provide a security service staff at the National Archives parking lot on Sundays during services to direct and monitor traffic and facilitate a quick and efficient flow of traffic into the parking spaces.
- 7) Placement of 'Lot-full' signs at driveways with direction to off-site lots when needed. This will eliminate on-site circulation and help direct visitors to additional parking.
- 8) The church will describe the parking programs to its congregation through the Center of Spiritual Living website and by handouts.
- 9) The church will provide more off-site parking through lease agreements for use when needed.
- 10) The church will coordinate and provide a shuttle service to transport congregants to and from various parking locations during Sunday services when needed.
- 11) The church will advise its congregation to use on-site and satellite parking rather than on-street parking. This information will be provided on the church website, bulletins, and flyers for special events and by announcement during church service.

#### Public Transportation

Metro transit serves the Center for Spiritual Living and Windermere neighborhood and transit bus stops are located on Sand Point Way NE directly in front of the site. One Metro bus route 75 provides transit service to Center for Spiritual Living. On Sundays, Route 75 has 60 minutes



headways between Northgate and the University District. On Weekdays, Route 75 has 10 to 20 minute headways.

Public Welfare and Injury to Property in Vicinity

General provisions to conditional uses in multifamily zones (SMC 23.45.116) provides that a use may be approved, conditioned or denied based upon whether it meets the specific criteria set forth for the use and whether the use will be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located.

The existing use has been operating as a church at this site for many years. The new expanded use as conditioned, will not be materially detrimental to the public welfare or injurious to property in the zone or vicinity in that the same use will be re-established.

**DECISION - ADMINISTRATIVE CONDITIONAL USE**

(Based on plans and information in the file):

The proposed action is **CONDITIONALLY GRANTED.**

**ANALYSIS – SEPA**

The initial disclosure of the potential impacts from this project was published in the annotated environmental checklist completed on May 2, 2002, and supplemental information in the project file submitted by the applicant's agent. The information on the checklist, supplemental information, and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 23.05.665D) clarifies the relationship between codes, policies, and environmental review. Special policies for each element of the environment contain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part, "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" subject to some limitations. Under such limitations/circumstances (SMC 25.05.665D1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

City codes and/or ordinances apply to the proposal and will provide adequate mitigation for some of the identified impacts. Specifically these include: 1) Stormwater, Grading, and Drainage Control Ordinance (storm water runoff, temporary soil erosion, and site excavation); and 2) Street Use Ordinance (tracking of mud onto public streets, and obstruction of right-of-way during construction).

**Short-term Impacts**

The following construction related impacts are expected: temporary soil erosion, decrease in air quality due to increased dust and other suspended air particulates during demolition and construction; increased noise and vibration from construction equipment. These impacts are not considered significant because they are temporary and/or minor in scope. Although not

significant, some of the impacts are adverse and certain mitigation measures are appropriate as specified below.

### Construction Noise

Some short term noise from construction activities is anticipated. Construction noise could result in periodic increases in speech interference and annoyance in the residential buildings adjacent to the site. In addition to complying with the Noise Ordinance (SMC 25.08), the applicant will be required to limit construction and grading activities (including demolition) to non-holiday weekdays between the hours of 7:30 a.m. and 6:00 p.m. This condition shall be required pursuant to the SEPA authority to manage noise impacts during construction (SMC 25.05.675.B).

### Air Quality

Demolition will create dust, leading to an increase in the level of suspended particulates in the air, which could be carried by wind out of the construction area. The Street Use Ordinance requires watering the site as necessary to reduce dust. In addition, the Puget Sound Clean Air Agency (PSCAA) requires that reasonable precautions be taken to avoid dust emissions. Demolition could require the use of heavy trucks and smaller equipment such as generators and compressors. These engines would emit air pollutants that would contribute slightly to the degradation of local air quality. Since the demolition activity would be of relatively short duration, the associated impact is anticipated to be minor, and does not warrant mitigation under SEPA.

PSCAA, Department of Labor and Industry, and EPA regulations provide for the safe removal and disposal of asbestos. However, no permit process exists that ensures that PSCAA has been notified of the proposed building demolition on the site. A condition shall be added requiring the applicant to submit to DCLU a copy of the PSCAA demolition permit prior to issuance of master use and/or demolition permit. The condition is imposed pursuant to SEPA authority to mitigate air quality, construction and environmental health impacts, SMC 25.05.675.A, B and F.

### Street and Sidewalks

The Street Use Ordinance includes regulations, which mitigate dust, mud, and circulation. Temporary closure of the sidewalk and/or traffic lane(s) is controlled with a street use permit through the Seattle Department of Transportation. It is the City's policy to minimize or prevent adverse traffic impacts, which would undermine the ability, safety, and/or character of a neighborhood, or surrounding areas (SMC 25.05.675.R). In this case, adequate mitigation is provided by the Street Use Ordinance, which regulates and provides for accommodating pedestrian access. Therefore, additional mitigation under SEPA is not warranted.

### Parking

During construction, parking demand will increase due to additional demand created by construction personnel and equipment. It is the City's policy to minimize temporary adverse impacts associated with construction activities. However, an adequate supply of off-street parking exists on the site that can accommodate increased parking demand during construction. Further additional parking mitigation under SEPA is not warranted.

### Construction Traffic

Existing city code requires truck activities to use arterial streets to every extent possible. Due to the location of the site, access and circulation of grading trucks will likely be on Sand Point Way NE to the east.

City code provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of “freeboard” (area from level of material to the top of the truck container) be provided in loaded uncovered trucks, which minimize the amount of spilled material and dust from the truck bed transported to or from a site. Existing city codes and ordinances ensure that impacts from the proposed grading will be reduced or eliminated and no further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

#### Long-term Impacts

Long term or use related impacts are also anticipated from the proposal and include: increased light and glare; increased ambient noise due to increased human activity and vehicular traffic; increased parking demand; and increased demand on public services and utilities. Additional traffic impact is anticipated because of anticipated growth of the church; energy consumption would increase because the proposal would result in additional conditioned space. The remaining long term impacts are minor in scope, and the level of adversity is mitigated by compliance with city codes and ordinances; Energy Code (energy consumption); Seattle Land Use Code (required parking and landscaping, bulk and scale, light and glare); and the Stormwater, Grading and Drainage Ordinance (stormwater runoff).

#### Light and Glare:

The proposal site is located primarily in a residential neighborhood abutting Burke-Gilman Trail to the west and Sand Point Way to east. The north and west of the proposal site is Single Family 5000 (SF-5000) zone. Across Sand Point Way NE is a combination of Lowrise Duplex Triplex (LDT) zones with abutting Single Family 5000 (SF-5000) zones to the east. Immediately south of the proposal site and east of Sand Point Way NE is Single Family 9600 (SF-9600) zone. The site is surrounded with fencing, extensive vegetation, (trees and site screening shrubs) on the west, south and east, provide adequate screening for light and glare impacts on adjacent residences and the street respectively. Furthermore, the Land Use Code requirement for shielding and orienting exterior lighting to minimize impacts on surrounding properties is sufficient mitigation for this impact (SMC 23.05.045). No further mitigation under SEPA is warranted.

#### Parking:

The site plan indicates that one hundred and ninety five (195) surface parking spaces would be provided on-site. The Land Use Code requires one parking space for every eighty square feet of auditorium or public assembly rooms for religious facility.

It is estimated that peak parking demand for this church would occur during Sunday services and special events days on the site. Additional parking demand such as overflow parking associated with the Sunday morning services and on special events is analyzed and mitigated by the administrative conditional use review. No further mitigation is warranted based upon applicable SEPA policies

#### Traffic:

The traffic related impacts have been discussed in the ACU Transportation Plan criteria above. Therefore, no mitigation for traffic impact under SEPA is warranted for this project.

### **DECISION – SEPA**

The decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 (2) C.
- [ ] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 (2) c.

### **CONDITIONS – SEPA**

#### **Prior to the Issuance of the Master Use and/or Demolition Permits**

1. The owner(s) and/or responsible party(s) shall submit a copy to DCLU of the PSCAA Demolition Permit.

#### **During Construction**

The following conditions to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the right-of-way. The conditions will be affixed to placards prepared by DCLU. The placards will be issued along with the building permit set of plans. The placard shall be laminated with clear plastic or other waterproofing materials, and shall remain posted on-site for the duration of the construction.

2. In order to further mitigate impacts during construction, the owner(s) and/or one responsible party(s) shall limit the hours of outside construction to non-holiday weekdays from 7:30 a.m. to 6:00 p.m. The condition may be modified by the Department to permit work of an emergency nature or to allow low noise interior work after the shells of the structure is enclosed. This condition may also be modified to permit low noise exterior work (e.g. installation of landscaping) after approval from the Land Use Planner.

### **CONDITIONS - ADMINISTRATIVE CONDITIONAL USE PERMIT**

#### **Through the life of the permit**

The owner(s) and responsible party(s) shall:

1. Maintain a perimeter fence and landscaping.

2. Implement Transportation Program Elements identified below:

- The designation of a Transportation Coordinator by the church who will responsible for the coordination and the promotion of elements of the transportation program.
- Providing all neighbors living with 300 feet of the property the name and phone number of the Transportation Coordinator to address traffic and parking concerns.
- The church will encourage ridesharing by appealing to congregants living in proximity to each other for potential ridesharing arrangements.
- The church will appeal to congregants to use alternative mode of transportation such as bicycles and/or walking to church especially due to proximity to Burke-Gilman trail to the west of the site.
- The scheduling of services on Sunday will allow for the emptying of parking lots between services so that parking overlap could be minimized or eliminated.
- The church will continue to provide a security service staff at the National Archives parking lot on Sundays during services to direct and monitor traffic and facilitate a quick flow of traffic into the parking spaces.
- Placement of 'Lot-full' signs at driveways with direction to off-site lots when needed. This will eliminate on-site circulation and help direct visitors to additional parking.
- The church will describe the parking programs to its congregation through the Center of Spiritual Living website and by handouts.
- The church will provide more off-site parking through lease agreements for use when needed.
- The church will coordinate and provide a shuttle service to transport congregants from and to various parking locations during Sunday services when needed.
- The church will advise its congregation to use on-site and satellite parking rather than on-street parking. This information will be provided on the church website, bulletins, and flyers for special events and by announcement during church service.

Footnote:

List of City Holidays:

New Year's Day
Martin Luther King Jr.'s Day
President's Day
Memorial Day
Independence Day
Labor Day
Veterans' Day
Thanksgiving Day
Day following Thanksgiving Day
Christmas Day

Signature: (signature on file) Date: December 4, 2003  
Christopher Ndifon, Land Use Planner  
Department of Planning and Development.

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